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13th May 2015

Dear Sirs,

Your reference: EN010048

Application by Capture Power Limited for an Order Granting Development Consent for the White Rose Carbon Capture and Storage Project

Statement of Support

DB Schenker Rail (UK) Ltd (DBSR) is a wholly-owned subsidiary of Deutsche Bahn and the UK's single biggest rail freight company. It is a long-term trading partner of Drax Power, one of the consortium members, and principal rail haulier of coal in to Drax Power Station. The company also runs trains into many other traditional power stations throughout the UK and has considerable experience in working as an integral part of the supply chain in the power generation industry.

DBSR supports the application by Capture Power Limited. The company is seriously concerned about the consequences of a potential shortfall between the production capacity of the UK generating industry and the likely requirement for electricity over the next several years. It is essential for the UK as a whole and rail transport in particular that the electricity supply is adequate and reliable.

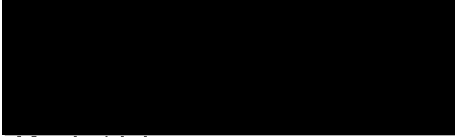
The company shares a strong commitment to sustainability; its policies are those common to the whole of Deutsche Bahn and it seeks to minimise its impact upon the environment. It is in that context that it regards the initiative shown by Capture Power as laudable.

DBSR is of the view that as the overall power station supply chain adapts to meet probable changes over the next several years – in particular the reduction in capacity caused by the decommissioning or mothballing of several older plants – there will be more than adequate capacity on the rail network to allow an increased number of trains to Drax.

Market knowledge suggests that the amount of paths available on the key corridor between Immingham and Drax will be more than sufficient. This view is taken from the predicted downturn in coal volumes from 2016 onwards and the likely closure or reduction in generation by other Aire Valley power stations. The newly opened Doncaster North Chord rail link also provides additional capacity to move freight services from the East Coast Main Line to avoid potential pathing conflicts and congestion.

In that context, DBSR can confirm that it is pleased to support this application and that there is very little likelihood of imported fuel, whether coal or biomass, having to be transported to Drax by road.

Yours sincerely,



Martin Littlemore
Acting Head of Coal & Biomass